

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants
ESTABLISHED 74 YEARS
Agents for
MESSRS. W. & A. GILBEY'S
WINE & SPIRITS.
MESSRS. JOHN DEWAR & SON'S
SCOTCH WHISKY.
MESSRS. JOHN JEFFREY & CO'S.
PILSENER BEER.

ASPHYXIATING GASES.

Hague Convention Violated by the Germans.

The use by the Germans of poisonous gases as a means of warfare was recently referred to by the British Minister for War, Lord Kitchener, as being contrary to the solemn pledge signed by the German representatives at the Hague Convention. Speaking in the House of Lords on April 28th, Lord Kitchener said:—
"The Germans have introduced a method of placing their opponents *hors de combat* by the use of asphyxiating and deleterious gases, and they employ these poisonous methods to prevail when their attack, according to the rules of war, might have otherwise failed. On this subject I would remind your Lordships that Germany was a signatory to the following article in the Hague Convention:—
"The Contracting Powers agree to abstain from the use of projectiles the object of which is the diffusion of asphyxiating or deleterious gases."
The above was signed by the representatives of:—

GERMANY	July 29th, 1890.
Belgium
Danmark
Spain
United States of Mexico
France
Greece
Montenegro
Netherlands
Portugal
Roumania
Russia
Siam
Sweden and Norway
Turkey
Bulgaria
Croatia
Austria-Hungary
Italy
Japan
Sardinia
Luxemburg
China

POLICEMEN IN WAR TIME

Tributes Paid to Regular and Special Constables.

The annual report of the inspectors of constabulary for England and Wales (exclusive of the Metropolitan Police district) states that at the end of 1914 there were, outside London, 35,373 men of all ranks in the constabulary. Up to Feb. 28 last 4,422 had joined the colours for the purpose of the war. On Dec. 31 there were 130,000 special constables either actually serving or ready to be called, not including about 30,000 serving in the London area.

"As to depletion," the report states:—
"Just when the arrangements for mobilisation called for the services of the police here, there and everywhere, posting mobilisation notices, personally warning Reservists, bill-posting Territorial troops, assisting the Army officers in impressing horses, vehicles, and mechanical transport, enforcing the provisions of the Wireless Telegraphy Act, safeguarding important public works from outrage by civilly disposed persons, watching those who were suspected of evil intentions towards the realm, and the hundred and one other duties for which everybody turned to the police—2,624 Naval and Army Reservists were recalled."
"We venture to express an opinion," the inspectors add, "that the duties of the police, both regular and auxiliary during a period of very great and entirely novel difficulty, have been well and faithfully performed."

Mr. Lacey, a German naturalised at Hants, was paid to the master and crew of any Yorkshire vessel sinking a German submarine.

The Man Who Gets There

Is the man who has blood—
real rich red blood, and
plenty of it—in his body.
WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND
makes blood—lots of it—life
giving, brain nourishing,
strength replenishing blood.

OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
Forgings Castings and Repairs
PUMPS INJECTORS AND ENGINEERS STORES
SHIPPED TO ORDER
Write for Prices.

W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
Sole Agents for KELVIN MOTORS.
STEAM LAUNCH FOR SALE OR HIRE.

THE HONGKONG CORINTHIAN YACHT CLUB.

A GENERAL MEETING of Members will be held at the CLUB HOUSE on June 30th, at 6 P.M., 1915.

All members are specially requested to attend.

By Order of Committee

A. D. GER.

Hon. Secretary.

Hongkong, June 22, 1915.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 10 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 8.10 p.m.	Every 10 minutes.

NIGHT CARS.

8.30 p.m. and 9 p.m., 8.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 12.00 noon	Every 15 minutes.
12.00 noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.15 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.10 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comprodor order representing Bank Notes.

JOHN D. HUMPHREYS & SON

General Managers.

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

SINGON & CO.

ESTABLISHED A.D. 1835.

IRON STEEL, METAL AND HARD

WARE MERCHANTS. Wholesale

and Retail Ironmongers. Pig Iron and

Foundry Coke Importers. General Store-

keepers and Shipchandlers. Nos. 36 and

37, Hing Loong Street, (2nd Street, west

of Central Market) Telephone No. 515.

Hongkong, September 4, 1915.

HOTELS

KINGSLERE HOTEL, HONGKONG.

UNRIVALLED position in the Hill district overlooking the Botanical Gardens and facing the Harbour. Numerous quiet Suites with luxuriously fitted Bathrooms, Telephone and Electric Fans. Telephone in Bedrooms and Sitting-rooms throughout. Telephone No. 1123.

Cable Address: "Sachals."

A.B.C. Code 5th Ed.

Hongkong, September 1, 1908.

KING EDWARD HOTEL

Central Location.

ALL Electric Trams Pass Entrance. Electric Lifts, Fans and Lights. European Baths and Sanitary Fixings. Hot and Cold Water System throughout. Best of Food and Service.

Telephone 373.

TELEGRAPHIC ADDRESS: "VICTORIA." FRANK L. COOKE, Manager.

CHEN KWONG & Co., Ltd.

GENERAL IMPORT & EXPORT.

CANTON

LARGE WHOLESALE & RETAIL STORE.

FURNITURE, Draperies, Groceries, Boots and Shoes.

Makers of Jewellery, Lacquerware, Crockery Ware.

Iron-mongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP PAT POO STREET, CANTON and

Nos. 237, 239, Des Voeux Road and No. 120, Connaught Road Central.

TEL. No. 611. Hongkong.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IS WHICH ARE VESTED THE SHARE OF THE OCEAN MARINE INSURANCE COMPANY, LTD.

and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL Funds at 31st December, 1914, £23,632,185.

Authorized Capital £5,000,000

Subscribed Capital £4,500,000

Paid-up Capital £2,437,500

III—Fire Fund Balance 3,539,114

III—Life & Annuity Funds 16,132,180

Sinking Fund Account 28,512

Revenue Fire Branch 2,567,158

Life and Annuity 1,973,289

Branches 292,699

Other Receipts 430,193

28,238,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO. Agents.

FRENCH LESSONS

G. MOUSSON,

15, Morrison Hill Road.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE, is sure to tempt you.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG LTD.
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SAUVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 737'x83'x34'

Europe empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 110 Tons.

40-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—

JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MAHINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address: "TAIKOODOCKE."

Telephone No. 212.

The Best Meals in Hongkong.

Either light or substantial

Available only at the

ALEXANDRA CAFE.

BAGUIO HOTEL

Baguio, P.I.

5,000 Feet Above Sea Level—Mean Temperature, 65°

The Coming Health Resort of the Far East

Light Hours From Manila, Rail or Auto

Bracing Climate in the Pine Country of Northern Luzon

The "BAGUIO" is unequalled for location, cuisine, homelike atmosphere and modern up-to-date features

-P-6 Up, Daily, -P-35.00 Up, Weekly

Special Rates For Prolonged Stays

BENQUET COMMERCIAL CO., Proprietors.—Cable Address: "BENCOM"

THE HONGKONG HOTEL

and

GRILL ROOM

J. H. TARGART,

MANAGER.

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAT.

Adjoins the Tramway Terminus, 1,400 feet above Sea Level

FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Room, Roof Garden.

Terms:—From \$5 per day Max.

Telegraph Add: "Peaceful"

P. O. PEUSTER

Manager.

GRAND HOTEL.

FIRST CLASS AND UP-TO-DATE HOTEL, most central location, within the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and "Cosiness." Cuisine under European Supervision. A First Class string Orchestra renders selections from 5.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping.

For further particulars apply—

Telephone 187.

Telegraphic Address: "COMFORT"

Manager.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.
Portland Cement

In Casks of 275 lbs. net.

In Bags of 350 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

A PREVENTIVE OF MALARIA MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

Price 50 cts. \$1.00 and \$2.50 Per Bottle.

Prepared only by

THE VICTORIA DISPENSARY.

32, Queen's Road Central.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1/2" to 1 1/2"

CABLE LAID 5" to 15"

4 STRAND 3" to 10"

Oil Drilling Cables of any size up to 3,600 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1915.

"MUMEYA."

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH

APPARATUS AND MATERIALS WHICH CAN FINISH

IN AN HOUR

PRICE 2.00 per 3 pcs. for Post Card.

No. 84 Queen's Road Central.

TELE. No. 254.

THE KWONG HIP LONG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, SCULPTURE-MAKERS, BRASS and IRON FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office 43 CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459

Shipyard, Sham-Pai-Po, Kowloon, Hongkong. Telephone No. K. 9.

Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

"BOURNVILLE COCOA" represents the

highest grade of nutritive cocoa preparation

the market; it fully maintains its high reputation

in food value and delicacy of flavour, and

is second to none in any respect whatsoever."

Medical Magazine, March, 1912

CALBURY'S

CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN" BOURNVILLE, ENG.

Hongkong, Dec. 1st, 1907.

INTIMATIONS

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS

ROS'S BINOCULARS and TELESCOPES.

KELVIN'S NAUTICAL INSTRUMENTS.

BENSON'S ENGLISH WATCHES.

ENGLISH SILVERWARE, direct from Manufacturers.

High Class English Jewellery.

THE ONLY EXCLUSIVE
ENGINEERS
IN THE COLONY.

Diss Bros.

No. 1, WYNDHAM ST.
(Floor Street)
ESTABLISHED 1900.

Quality.

With Lea & Perrins' sauce, a few drops sprinkled over the meat, fish or cheese, &c., are all that is required to impart the most delicious piquancy and flavour.

The QUALITY and concentration of its ingredients make a little of this sauce go a long way.

Lea & Perrins
The Original and Genuine
WORCESTERSHIRE.

THE CHINA MAIL, LTD

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:
INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCUITARS, PAMPHLETS, BOOKS, PROSPER-
TUSES, WINE LISTS, ETC., ETC. ETC.

Obtain quotations from

THE CHINA MAIL OFFICE.
5 Wyndham Street

European Supervision

Moderate Price

A Natural Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhoea by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

Prepared only by
ENO, L.D., FRUIT SALT WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS

MITSU BISHIGOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, YO-
SHINOTANI, KISHIDAKE, HOJO,
TANADA, NAKAZUTA, SAYO,
SHINNEW and KAMIYAMADA
Collieries.

AGENTS for SAKITO, & OFUBARI
COALS.

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,
Wakamatsu, Otsu, Muroran,
Hakodate, Kobe, Osaka, Kure,
Tokyo, Yokohama, Nagoya,
Tsuruga, Shanghai, Hongkong,
Hankow, Peking.

Tel. Addresses for above:—IWASAKI
Office:—A1, ABU 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing &
Co.MANILA: Messrs Macdonald &
Co.SINGAPORE: Messrs Borneo Co.
Ltd.GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

Manager,

No. 2, PRINCE STREET,
HONGKONG.THE HONGKONG ICE COMPANY,
LIMITED.

NOTICE

OWING to the increased cost of Manu-
facture, &c., it has been decided to
raise the Price of ICE to 14 cents per lb.
from 12 cents per lb.
JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, June 19, 1915.

DAIRY FARM NEWS.

BUTTER & CHEESE.

The following prices approved by
the Food Committee will come into
force on and after 24th May, 1915.

Dairy Butter..... \$1.10 per lb.
Dairymaid Butter..... \$1.00 " "
Buttercup Butter..... 90 " "
Pastry Butter..... 80 " "
Cheese..... 70 " "

MARTIN'S
APOL STEEL
PILLS

A French Remedy for all ailments of the
stomach and bowels. It is a powerful
stimulant and tonic. It is a powerful
stimulant and tonic. It is a powerful
stimulant and tonic.

MARTIN'S
APOL STEEL
PILLS

A French Remedy for all ailments of the
stomach and bowels. It is a powerful
stimulant and tonic. It is a powerful
stimulant and tonic.

WHO'S WHO IN JAPAN.

The first 1915 edition is already issued.
BIOGRAPHIES of over 5,000 people
who are well-known in society and of
several hundred foreign-born residents of
Japan appear in the book. Quite new
material and accurate sketches, both being
entirely free from prejudice.

Many portraits are inserted. The book
contains over 1,400 pages.

The price is 50c (12/6) or 83c per copy.
Orders for the book should be accompanied
by payment.

Subscribers for the second annual edition
of "Who's Who in Japan" will be allowed
a reduction of one yen.

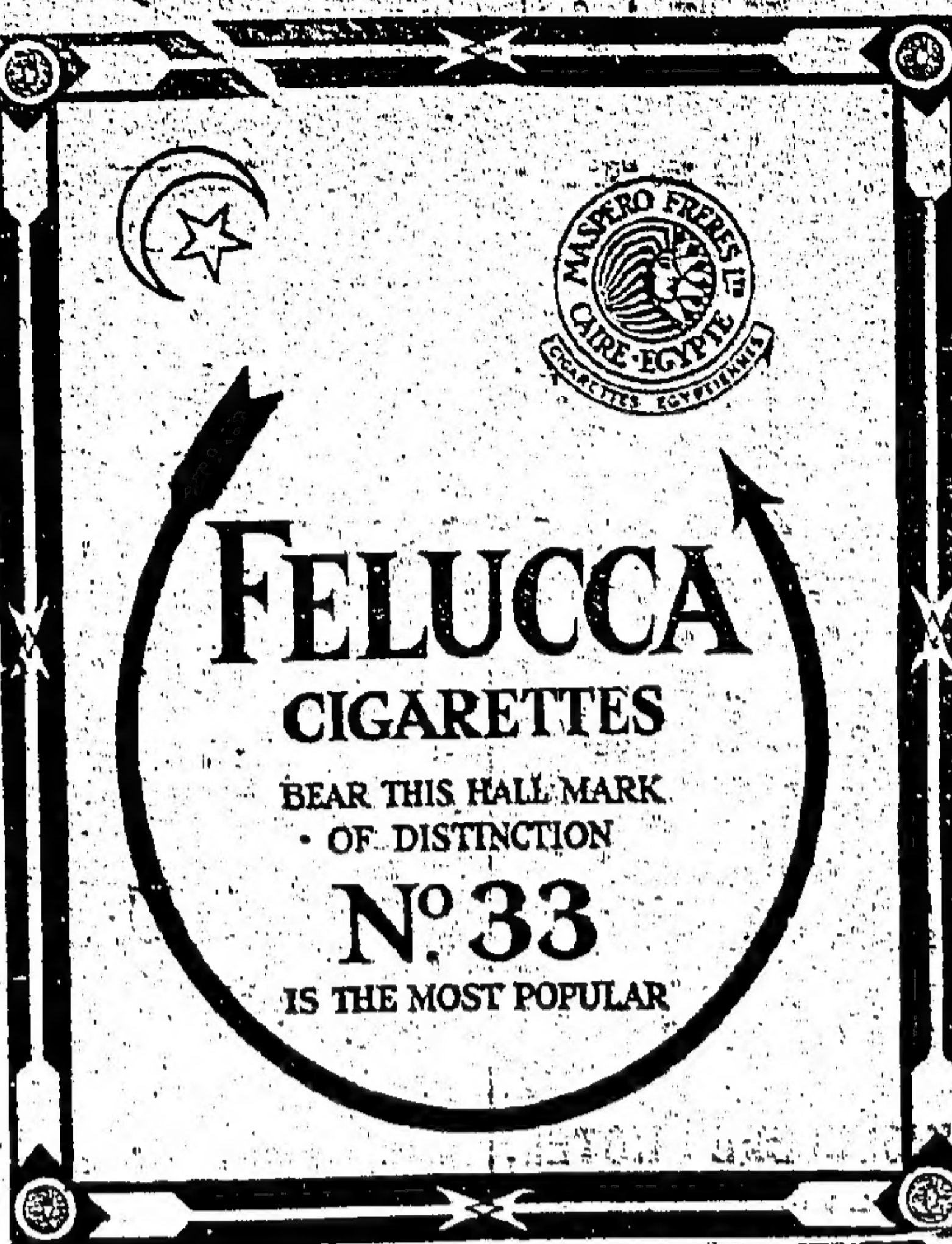
The registered postage is 18c, to Korea
and China 40c, and to Europe & America
70c, or 85c.

It is a Good Advertising Medium.
Many influential papers of the world
noticed this work in the highest terms.

For example, "The Daily Mail" says:
"Yet another 'Who's Who' and this
time from Japan! The reader is apt to
first regard it as a curiosity, as a sign
that the East has now become Western
practically almost to the last detail. 'Who's
Who in Japan' is far more than a
curiosity; it is a very sound and useful
reference book. It is printed in English,
and contains full biographies of the
selected men of position and influence in
Japan. It is a useful and interesting
work."

Who's Who in Japan Publishing Office,
No. 5, 1-Chome, Ginza, Tokyo.

Kojima, Tokyo.



GLORIOUS STORY OF BATTLE FOR YPRES.

UNFLINCHING HEROES.

Three Weeks' Fight in Shell-Torn Trenches.

Wonderful Terrifics.

BRITISH HEADQUARTERS (France), Saturday, May 22.
The full story of the second battle of Ypres that raged around
the salient for some twenty days has still to be told, but it is now
permissible to give a few details of the heroism of the British troops
engaged, and to relate some of the many splendid incidents of that
terrible struggle, that was waged amid a storm of shell that has never
been seen elsewhere, save perhaps at Neuve Chapelle. Our losses may
have been heavy and the sacrifices great, but the main thing is that
the Germans failed in their attempt to break our line, though their
troops were superior in numbers and their guns more numerous than
ours.

The whole British Army is proud of the magnificent pluck and
endurance shown by our men in this battle, and the names of those
who did such gallant deeds will live long in the nation's memory.
Several regiments received the special thanks of the General in Com-
mand of the force engaged: while the individual acts of bravery were
innumerable.

From April 22 till May 8 the original line of the salient was held
in face of a terrific bombardment, without the loss of a single trench,
and when the new line, which had been dug meanwhile in the rear,
was occupied, the movement was carried out in the most perfect
order, without the loss of a single man or gun. It was thanks to the
heroic conduct of the medical officers, who, wounded, except for a few
hopeless cases, were successfully evacuated.

The battle really began on April 20th, when the Germans began a
heavy shelling of Ypres, which continued for two days, a rain from
17-inch howitzers falling upon the town. From then onwards till May
18, when things quieted down, the British troops had to withstand
incessant fire from innumerable guns of all sizes, varied with occa-
sional infantry attacks.

A THIN LINE OF INFANTRY.

Not once did the men fail, and not
one inch of ground was given up,
though at times the line in the
trenches was so thin that at one part
there was only one man of the Rifle
Brigade for every twelve yards of
trench. Luckily, however, by the
time that the Germans began to
advance at this point, reinforcements
in the shape of two companies of
the 5th King's Own and two com-
panies of the York and Lancaster
Regiment had been rushed up, and
the attack was repulsed with heavy
loss to the enemy. In fact, through-
out the engagement, the most im-
portant thing was to know the exact
moment when to send up the re-
serves.

Thus on the 25th the German
batteries put in a perfect tornado of
shell. "Jack Johnson's" common
shell, shrapnel, and machine-guns,
taking the British force in reverse,
in enfilade, and from every other
point of the compass. This bomb-
ardment was continued for several
hours, but ultimately the enemy
ceased, in order to allow his infantry
to advance to the attack. Taking
advantage of this lull, the British
at once sent up reserves. Thus the
situation was saved, and the enemy's
attack driven back.

The Rifle Brigade particularly dis-
tinguished themselves at this point,
for they leapt into the trench
like lightning, and, without wasting
any time, opened a withering fire
upon the advancing columns of Ger-
mans with the machine-guns they
had brought with them. Similarly,
the day before, the 8th Middlesex
went into the trenches with the
order that they had at all costs to
be held. All honour to them—they
were held!

Though the German infantry
throughout showed little inclination
to come to grips with our men, one
determined assault in the re-
mains of the salient, the Germans
were made. Luckily, however,
at the very point where the attack
was attempted, we had dug a reserve
trench, and thus, when the enemy's
columns began to advance out of
cover, they were met by a concen-
trated fire from rifles and machine-
guns that inflicted appalling losses.

By such determination and pluck
was the front of the Ypres salient
that sides out from the British line
like the head of a pier held through-
out the 24th, 26th, and 27th April,
and on the 12th May. The men

When the troops were retired to
the second line they had been nearly
two weeks without relief in the
trenches, and it speaks volumes for
the discipline and the arrangements
made by the regimental officers that
at no point was there any trouble
of any kind. Each man simply tried
his best, and succeeded.

CHIEF OF THE WELSH REGIMENT.

The behaviour of the Welsh Regi-
ment was magnificent, and even
when it seemed impossible to hang
to their front trenches the colonel
in command demurred to any with-
drawal, and sent in to headquarters
such inspiring messages as "My
right flank is enfiladed, but I am
quite comfortable. Machine-guns
are operating on our left, but we can
carry on all right." It was not till
a definite order to retire had been
given that the battalion withdrew
to the new position.

The 8th Durham Light Infantry
also did wonderful work, and earned
the thanks of the general. It is
however, really impossible to pick
any single regiment for special men-
tion, out of a force in which every
man fought so heroically. All that
can be said is that some regiments
were placed in more difficult posi-
tions than others.

A lot of trouble was caused in the
lines of communication by the sever-
ing of wires by shells, and in re-
pairing the damage great praise is
due to the signalling section of the
Royal Engineers. Each of the roads
along which the telegraph wires con-
necting various points of the front
with the different headquarters were
run was named by "lineament"
placed at certain intervals. Each
man had an apparatus with which
he could tap the line, and whenever
any breakage was detected that
point had to be discovered and con-
nection restored.

The difficulty of carrying out this
service amid constant shell-fire, and
especially at night, can be imagined.
Yet, owing to a system of reserve
lines, not for one moment was con-
nection broken, and all messages
were delivered. At one signal
station the officer in command was
on duty for three days and nights
without sleep or rest of any kind.
Another dangerous duty, was that
of the despatch-riders, who had con-
stantly to carry important orders
through roads over which a curtain
of shell was maintained.

FIGHTING IN SHIRT-SLEEVES.

The spirit of the men all through
those dreadful days remained cheery,
and never for a moment did they
lose heart. When the first line
trenches were evacuated, soldiers
were pinned to the sandbags, and
many men expressed their disgust
at having to give up such splendidly
made trenches to the "Boches."

At one part of the line, in the
vicinity of St. Julien, the Germans
made use of gas to cover an ad-
vance, but had little success. As-
phyxiating shells were also used
constantly, and many men com-
plained of sickness as a result of
the fumes. The weather throughout
the fighting was warm and sunny,
so much so that in some of the
trenches the troops discarded their
tunics and carried on in shirt-sleeves.

A patrol captured a spy in a wood
a short distance in the rear of the
British line. He was handed over
to the guard at headquarters, and
one soldier was heard to remark,
"We'll deal with him all right."

Of the performances of the Terri-
torial battalions engaged, it is im-
possible to speak too highly. In
some cases, units had only been in
the country a bare week before they
had their first experience of the
trenches, and yet they faced the
enemy's grilling fire like hardened
veterans and never gave an inch.

Every officer that I have spoken to
on the subject expresses the same
opinion, and many are the stories
of the unflinching bravery displayed
by these units.

The 8th Territorial battalion of
the Durham Light Infantry did
splendid work under Colonel Tur-
bull. This unit went up to the
trenches on the night of the 24th
to relieve some Canadians in trenches
in the vicinity of the Gravenstafel
Ridge. Great trouble was encoun-
tered in finding the trenches owing
to the darkness, but they finally suc-
ceeded and relieved the Canadians.
The Germans were only 300 yards
away, but the battalion was not
worried till the afternoon, when a
heavy bombardment with asphyxi-
ating shells was opened upon them,
which was followed at two o'clock
by an attack by three or four bat-
talions of infantry.

(Continued on page 3.)

LOSING WEIGHT
BY THE POUND

"Under Weight," a condition
of ill-health, shows you ac-
cruing powers are decreasing.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

Supplies the blood with the
wanted nourishing and healthy
fish building materials. Very
palatable.

OF ALL CHEMISTS

Price: 4/6 and 8/6

INTIMATIONS

NOTICE

BANK HOLIDAY.

UNDER ORDINANCE No. 5 of 1912,
THURSDAY, 1st JULY, has been
proclaimed a GENERAL HOLIDAY and
the EXCHANGES BANKS will be
CLOSED for Business on that day.
Hongkong, June 24, 1915.

FIRE INSURANCE ASSOCIATION
OF HONGKONG.

NOTICE IS HEREBY GIVEN that all
FIRE INSURANCE OFFICES
will be CLOSED for the Transaction of
PUBLIC BUSINESS on THURSDAY,
1st July.

By Order, A. R. LOWE,

Secretary.

Hongkong, June 24, 1915.

MARINE INSURANCE ASSOCIATION
OF HONGKONG.

NOTICE IS HEREBY GIVEN that all
MARINE INSURANCE OFFICES
will be CLOSED for the Transaction of
PUBLIC BUSINESS on THURSDAY,
1st July.

By Order, A. R. LOWE,

Secretary.

Hongkong, June 24, 1915.

WANTED.

FOR immediate occupation one 3/4
roomed small Bungalow with a
compound, anywhere up on the Peak.
Apply stating location, rent etc. to "Z".
c/o 'CHINA MAIL' Office.
Hongkong, June 24, 1915.

NOTICE.

THURSDAY, JULY 1st, 1915, (and
until further notice)
25% CASH DISCOUNT will be allowed
on all goods.
M. GAINS,
Alexandra Buildings.
Hongkong, June 23, 1915.

PEAK TRAMWAYS COMPANY,
LIMITED.

NOTICE.

MAX ROAD STATION will be Open
for traffic on and after THURSDAY,
July 1st.
Single fares from Upper or Lower
Terminus 20 cents.
Season tickets available for three months,
between the Lower Terminus and May
Road, can be obtained on application to
the Company's Office at the following rates.

GENTLEMEN \$20.00
LADIES \$10.00
CHILDREN 20 cents.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 22, 1915.

CLEARANCE
SALEOF
LAMP SHADES.

30% discount for CASH

AT

KOMOR & KOMOR'S.

ALEXANDRA BUILDING,
Des Voeux Road.

Hongkong, June 22, 1915.

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER

CHERRY & CO.,
PRINCE STREET.Opposite Hongkong Hotel.
Telephone No. 481.
Hongkong, March 20, 1914.THE NEW FRENCH REMEDY,
THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

THERAPION NO. 4

WATSON'S PRICKLY HEAT LOTION

IS NOT ONLY A

CERTAIN CURE FOR

PRICKLY HEAT

BUT IS ALSO AN ADMIRABLE PREPARATION

FOR THE RELIEF OF

SUNBURN, TAN,

FRECKLES, ETC.

AND LEAVES THE SKIN

FRESH AND COOL.

A. S. Watson & Co., Ltd.

HONGKONG DISPENSARY.

WM. Powell
LTD.

TEL. 348

NEW ASSORTMENT

OF

PRINTED COTTON

VOILES

JUST ARRIVED

SMART - -

- - VOILE

DRESS

- LENGTHS.

Wm. Powell, Ltd.

THE DIARY.

MEMO. FOR TO-MORROW.

General Holiday.

Dominion Day (Canada) 1887.

General Memoranda.

Friday, July 2 -

3.30 p.m. - Auction of Blackwood, Furniture, Crockery, Ware, etc., at Messrs. Hughes and Houghton.

Sunday, July 4 -

Declaration of American Independence (1776).

Tuesday, July 6 -

Princess Victoria's birthday (1868).

Friday, July 9 -

4 p.m. to 7 p.m. - Snowball Bag Sale in Government House Grounds.

THE EDWARD DISPENSARY.

O. KAMMING & Co., Ltd.

Chemists and Druggists.

GREAT REDUCTIONS IN PRICES.

PRESCRIPTIONS ACCURATELY DISPENSED.

Pure Drugs, Patent Medicines, &c.

2A, QUEEN'S ROAD, HONGKONG.

Hongkong July 23, 1915.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Nineteen persons died in one day during a recent epidemic in Harbin.

A Chinese was fined to pay \$30 or 14 days for the theft of a quantity of ship's rope.

Shan, has sent a contribution of £3,000 on the Prince of Wales' 21st birthday to the Prince's Relief Fund.

A Chinese woman was sentenced to four months' imprisonment by Mr. Wood at the Magistracy to day for larceny.

A Kowloon ricksha coolie, charged with soliciting passengers, was remanded to-day. He was defended by Mr. P. W. Goldring.

The price of ice manufactured by the Hongkong Ice Company will be raised tomorrow from one to one and a quarter cents per lb.

The U.S. cruiser Brooklyn is en route to the Far East to relieve the Saratoga as flagship of the Asiatic Squadron. The latter will then be sent home for overhauling.

Mr. H. Bailey, who on the eve of his departure for his post as Deputy Manager for Messrs. Messing & Co. and volunteered for active service, is now serving as Captain and Adjutant of the Lancashire Regiment.

A Chinese was charged to-day by Detective Sergeant Wills with the larceny of a bag of tea at Yau-mat and also with assault. He was fined \$20 or a month for the assault, and discharged on the other count.

The Civil Governor of Shanghai Native City has been requested to issue an order directing his subordinates to assist in the transportation of undesirable as far as the matter comes within their administrative duties.

Improvements at Foochow include the laying-out of a public park and the widening of the main streets by an enforced withdrawal of all encroachments on the streets beyond the property line. Rickshaws have also been introduced.

The China Mail Steamship Co., which recently disposed of the s.s. "Rubi" and "Zafra" to Messrs. Glyn and Sons, Liverpool, is to be wound up and Messrs. Shaw, Tomes and Co., have been appointed liquidators.

May Road Station on the Peak Tramway's service will be opened for public business to-morrow. Special fares from May Road to the Lower terminus have been arranged details of which are advertised in our columns.

The creditable sum of \$65,890 was realised for the Prince of Wales' Fund in the Nisbet-Green exhibition, held at the Bazaar, to Messrs. Glyn and Sons, Liverpool, who had charge of the arrangements, has been ordered the amount to the local branch treasurer, Mr. Stahl.

A London correspondent learns from an American metal broker just returned from Germany that she produces sufficient copper for shell and holds sufficient cotton for one year's supply of explosives but is unable to lay down more battleships as she lacks the nickel to harden the plates.

The motor yacht Ayasha, in which the Endon's landing party at Keelung, Cooch Island, made good their escape, is shortly to be replaced by a new boat from England. The Rainbow, a little craft of 185 tons, has already arrived at Colombo from Southampton on her way to Keelung.

The shortage of rubber in Germany is reported by a Press correspondent at Copenhagen as being so acute that the Government has arranged a special campaign for the collection of rubber articles throughout the Empire. Wagons are to be sent through every district to collect articles of rubber. A report was received several months ago to the effect that new rubber articles, other than those coming under the head of absolute necessities, were being scrapped for military use. An indication of the extreme need of rubber in Germany is contained in the report of a firm in Holland, which recently received from Germany motor cars equipped with wooden wheels without tyres. A Rubber Day has been appointed, and school children are given a day's holiday to collect old clothes, toys, and other things.

The big American battleship Arizona, just launched at Brooklyn, will when completed displace 31,400 tons. She is similar in type and strength to the California, in the construction of which America intends to incorporate electrical machinery for propulsion purposes. Of this class of ship, in addition to the two named above, America is now constructing the Idaho, the Mississippi and the Pennsylvania - five in all. They carry twelve 14-inch, and twenty-two 5-inch guns and 1,000 men. It is curious that the latest naval handbooks make no reference to the type of machinery to be installed. That would seem to show that the American naval department have sufficient faith in their electrical designs to contemplate introducing the new method into all these ships.

SAFE, SURE, ALWAYS CURES.

Do not suffer from cramp, colic or pain in the stomach when Chamberlain's Colic, Cholera and Diarrhoea Remedy goes to the right spot and gives immediate relief. You cannot afford to be without it if you are subject to attacks of this kind. For sale by Chemists and Druggists.

SOCIAL AND PERSONAL.

Mr. L. N. Loo left for Home yesterday via Siberia.

The death has taken place of Mr. W. D. Fieber, civil engineer, contractor to the Johore Government, who was well-known in Singapore and the Federated Malay States.

Chief Justice and Mrs. J. A. Bucknill, of Singapore, formerly of Hongkong, were among the passengers on the P. & O. s.s. Nubia, when she went ashore on the Ceylon coast. They were transferred to the s.s. Kaahgar.

Much sympathy will be extended to Mr. J. W. Graham, works manager of Kowloon Dock, who yesterday received from the Territorial Record Office at York the following telegram informing him of the death of his son at the front: "Regret to inform you Captain W. G. Graham killed in action 24th June. Lord Kitchener expresses his sympathy."

NEWS OF THE DAY.

Mr. Marconi was recalled to Italy when that country went to war. He was then in America.

Mr. R. J. Judah, formerly of Messrs. E. D. Sassoon & Co., writing from the front to his brother Mr. James Judah, says that he is quite well.

All the fishermen at Yarmouth are engaged in mine sweeping or patrol work, says the Board of Trade "Labour Gazette."

Within four months 115,000 persons have been vaccinated at the fourteen free vaccination stations established by Superintendent Ting in the Hankow Customs.

Mr. S. Rappert, of the Shanghai Public School for Chinese, who is in British East Africa with the 25th Battalion Royal Fusiliers, writes that the one desire of the Battalion is "to live as long as it can and cut Teuton lives as short as it can."

Captain J. H. S. Dimmer, one of first to gain the V.C. in the present war, is written declining the honour of the freedom of the borough offered him by the Wimbledon Council, on the grounds that too much has been made of his deeds at the front.

The Chinese taste in colour and quality of clothing are, according to a Japanese paper, being keenly studied by Japanese merchants, and parties of travelling salesmen have been sent to Shanghai, Peking, Tientsin, and other busy commercial cities, to sell goods to the natives.

Princess Alexandra Truse, the German Crown Prince's youngest daughter, has been baptised at Berlin. Among the godfathers were the entire Fifth Army, which is commanded by the Crown Prince, and the crew of the warship Kronprinz, which were represented by deputations. The Crown Prince was not present.

The Italian Army is a somewhat polyglot body, although to nothing like the same extent as the Austro-Hungarian Army. The majority of the soldiers drawn from Lecce and Reggio di Calabria speak Greek, while in other parts of Southern Italy and in Sicily, Albanian is the prevailing language. French is the mother tongue of over 100,000 natives of Aosta, Fiemme, and Suze, and of some 12,000 in Piedmont and Veneto. Catalan is largely spoken in Sardinia; and in a few scattered districts Serbian, Slovenian, and other Slav dialects are in the ascendancy.

HONGKONG POLICE RESERVE.

DEFILE CUP - SPECIAL NOTICE.

This Competition, instead of being held quarterly, as arranged, will take place in the months of January, April and October. The provisional fixture for Sunday, July 17th, is hereby cancelled. The first Competition will take place on Sunday, October 2nd.

In the meantime, and commencing on Monday, July 19th, Platoons will continue to parade under their Platoon Commanders once a week, and not twice. They will parade at the Central each week as follows:

Monday: - Nos. 1 and 2 Portuguese Platoons.

Tuesday: - No. 1 British and Indian Platoons.

Wednesday: - Nos. 1 and 2 Chinese Platoons.

Thursday: - Nos. 3 and 4 Portuguese Platoons.

Friday: - Nos. 3 and 4 Chinese Platoons.

No. 2 British Platoon will parade at the Water Police Station on Tuesdays.

Platoon Commanders will arrange that men who are backward are given further drill.

GRADERS (ALL AT CENTRAL STATION).

Wednesday, June 30th, Nos. 1 and 2 Chinese Platoons, Nos. 1 and 2 Portuguese, without Arms.

Thursday, July 1st, Nos. 3 and 4 Chinese Platoons, with Arms.

Friday, July 2nd, Indian Platoon, Nos. 3 and 4 Chinese Platoons, and Nos. 3 and 4 Portuguese Platoons, without Arms.

EXTORTIONS.

Constables A. W. Grant and D. James are permitted to resign.

(Sgd.) F. O. Jenkins, D. S. P. (Reserve).

ECONOMY IN THE END.

It costs but a small amount to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy in your medicine chest, and it is economy in the end. In fact, for the household it is just such an embrochure as every family should be provided with. For sale by all Chemists and Druggists.

SIGNALMAN AND THE TRIPLE COLLISION.

FULL ADMISSION.

"I Forgot the Train."

Colonel Driscoll, Board of Trade Inspector of Railways, yesterday held an inquiry at the County Hall, Carlisle, into the circumstances of the terrible railway calamity near Grates Green early on Saturday morning last, says the "Daily Telegraph" of today.

The inquiry was attended by Mr. D. B. Matheson, general manager of the Caledonian Railway Company; Mr. Fettergrew, superintendent of the line; and other officials of the railway. Mr. Lightfoot, solicitor, of Carlisle, represented the National Union of Railwaymen, and Mr. Williams, secretary of the union, was also present.

The inquiry lasted for five hours, and at its conclusion the inspector announced that he did not propose to take any further evidence unless it was found later on to be necessary.

The outstanding fact of the investigation was that James Tinsley, the signalman at the Quintinshill box, admitted that he had forgotten that the local train was standing on the main line which the troop train had crossed on its way south from Scotland, owing to the fact of the local train at that spot not being present to his mind. He kept the signal at "clear," with the result that the accident followed.

DEATH OF GALLANT SOLDIER.

At the outset Mr. Matheson tendered the sympathy of the chairman and directors of the Caledonian Company with the relatives of the dead and injured. The company has continued especially to deplore the deaths of the gallant and the gallant soldiers who were travelling to the South in the service of their King and country. They desired to put on record the heroic services of the injured officers and men of the Royal Scots who made such a determined effort to relieve the suffering of and to save their less fortunate comrades, a work in which other passengers also gave much valuable assistance. He also testified to the devotion which had been displayed by the doctors and nurses at Carlisle, who, with much sacrifice and untiring kindness, were still attending and cheering the injured soldiers. The company also offered their thanks to the Carlisle Fire Brigade and others who had given valuable assistance. The chairman and directors deeply deplored the accident and its painful, distressing results.

Mr. Lightfoot voiced the deep feeling of sorrow of railwaymen who during the past ten months had been brought into such close relationship with the troops.

The inspector, on behalf of the Board of Trade, expressed the sympathy of the Government and the hope that those who had escaped would soon recover. The first evidence related to the position of the train when the accident occurred. It was shown that at about the time when the troop train and the London express were due to the signal box, the express train was at Quintinshill and was occupied by two goods trains, one in each siding. A local slow train which had preceded the London express from Carlisle was placed on the up-line - the line from the North to the South - in order that the express could pass. It was whilst standing in that position that the troop train dashed into the local.

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LEGISLATIVE COUNCIL.

A meeting has been called for Friday at 2.30 p.m., at which the following business will be transacted:—

1 Financial Minutes.

2 Report of the Finance Committee. (No. 9.)

3 Resolution:—
It is hereby resolved that a sum of Dollars \$200,000 be advanced out of funds in the custody of the Government for the construction of the Kowloon-Canton Railway (British Section) during the year 1915.

4 Resolution under section 31 of the Taking Ordinances 1901.
Second reading of the Bill intituled An Ordinance to amend the Post Office Ordinance, 1900.

Second reading of the Bill intituled An Ordinance to amend the Certificates of Origin Ordinances, 1915.
Committee on the Bill intituled An Ordinance to amend and consolidate the law relating to "Chinese Passenger Ships" as defined by the Chinese Passengers Act, 1855, and concerning Asiatic Emigrants generally.

that he had been at Quintinshill over five and a half years as signalman.

At this point his evidence was interrupted for a few moments while he had a private conversation with Mr. Lightfoot. Resuming his statement, Tinsley said he came on duty on Saturday morning at 6.30. He signed the book as though he had come on at six a.m. This had been the practice between his mate and himself so as to avoid coming too early in the morning, and when he could get a lift on the 6.10 local train at Grates.

In order not to give himself away, the signalman between six and 6.30 used to make a note of trains that had passed on a signal form, and he used to copy them into the book. On the morning of the accident he was at the local train from Grates, and on arrival at Quintinshill he jumped off the engine as it was proceeding through the "road" from the down line to the up line. He got to the signal-box when the train was standing on the up line. When he reached the box he made a note of the express train from Grates, and on arrival at Quintinshill he jumped off the engine as it was proceeding through the "road" from the down line to the up line. He got to the signal-box when the train was standing on the up line. When he reached the box he made a note of the express train from Grates, and on arrival at Quintinshill he jumped off the engine as it was proceeding through the "road" from the down line to the up line.

Witness (in subdued tones): Yes, I quite forgot about it.

Did not the fact that it was still there on the line occur to your mind?—I forgot all about it.

"I NEVER ENTERED MY HEAD."
It never, then, entered your mind again that the troop train would have to pass on the same line as the local train?—It never entered my head. I was "offered" the London express from Grates at 6.45.

And you expected that express practically at the same time as the troop train?—Yes. What time did you get the intimation about that train?—At 6.48.

When the collision between the troop train and the local train took place what happened?—I know the express would be soon on us.

Did you put the signals to danger then?—Yes, they were all put to danger.

Who put them?—I cannot say who put them. Did you put them yourself?—I cannot say.

And your mate was still in the box when this occurred?—Yes.

What were you doing between the time of the first collision and when the express arrived?—He told me there was the express to come after the troop train was in collision. My mate rang up the next cable south, and asked where the express was, and the reply I received was that it had passed at 6.40. It was not their custom to make use of the lever collars. I did not see the blocking back signal after I arrived in the box because I forgot all about the local train. I signalled the troop train "clear."

Did you look out of the window before you signalled the troop train "clear"?—No. With the engine standing under, you would not have seen it. But we can see our signals from where we pull them off.

Is it not your custom to look down the line before pulling off the signals?—We should not have time to run to the window every time. The tankman and the other men came in to sign the books in accordance with regulations.

Mr. Lightfoot: After you had recognised what had happened was there anything you could have done to have prevented the second collision?

Witness: There was not time.

As a matter of fact, suppose there had been anything you could have done were you in a position to do it?—Yes, if there had been time I would have done it.

Were you able to do it, or were you in a state of collapse?—I knew what was happening.

SIGNAL PUT TO DANGER.
It had been suggested that had you been all right you would have put your signals to danger at once, for what it was worth, but that you did not do it?—I forgot.

You only know that the signals were put to danger afterwards?—Yes.

Did your mate, Meechan, put them to danger?—I don't know.

Meechan was recalled. Questioned by the inspector, he said the two lines were at danger before the collision with the London express occurred. The witness followed up the statement by a slight shrug of the shoulder, indicating that, although the danger signal had been shown, it was not of use at that late period. The witness said that he saw the signal "clear" and upon looking along the line he observed the approach of the troop train, which was then about 300 yards away. He got off his engine, there being no time to start it to lessen the collision. The troop train was practically wrecked with the exception of the last carriage. He saw the express come along and enter the wreckage. A number of naval men used the tools which were available, and did good work in getting people out, what he was trying to accomplish, the fire by means of a hand-pump. There was an explosion, and metal was blown out which must have come from the gas tanks. In his opinion the fire was caused by the gas tanks. The fire brigade did not arrive till about eleven o'clock. He did not think the fire could have been rescued for rescue purposes. The want of water was the worst circumstance of the case.

TROOPERS OF FLAME.
Before the second collision there was a way out from the troop train, but when the express appeared on the scene it blocked up this avenue of escape.

Charles Leggett, a tankman on the troop train, appeared at the Quintinshill

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

UNITED STATES AND M

BY TELEGRAPH.

THE PROGRESS OF THE WAR.

(Reuter's Service to the China Mail.)

FRENCH TROOPS NOTABLE ADVANCE

THE TABLES TURNED ON THE GERMANS.

THE NEW BRITISH WAR LOAN.

GREAT MEETING AT THE GUILDHALL.

NEW ZEALAND'S IMPORTANT PROPOSAL.

FRENCH TRIBUTE TO GREAT BRITAIN.

THE FRENCH CONTINUE THEIR ADVANCE.

LONDON, June 29.

From Paris it is reported that the French have turned the tables on the Germans in the battle around the sunken road from Angres to Abbin, by an infantry action which enabled the French to advance.

An incessant battle continues at Bagatelle. Air torpedoes and grenades are playing a prominent part. In the German attack on the Vosges we momentarily threw back the advance guards.

A Mottet communication says that an immediate counter-attack has already regained part of the lost ground.

THE FIGHTING NORTH OF ARRAS.

FIRST GREAT BATTLE DESCRIBED.

LONDON, June 29.

The first great battle to the north of Arras is described from the German standpoint in a dispatch to the *New York Herald* dated from the Bavarian Headquarters near Soissons on June 22. It declares that the German line from Arras to Tournai was bent but unbroken under General Joffre's terrific battering rain. "I visited today the three or four miles stretch between Neuville and Lorette, heights which the German style 'The Hill of Death,' as nowhere else in the whole war has there been so much blood spilt to the square yard. Accompanied by Duke Ludolph of Bavaria and the Divisional General I ascended an observation tower whence I obtained a magnificent panorama of the top of the Carrière ridge. The greater portion of the Lorette slopes were held by French and English troops while the Germans clung anxiously to the foot. Shell craters dot the slopes so closely that it is incredible how any human being can survive."

THE NEW WAR LOAN.

GREAT MEETING AT THE GUILDHALL.

LONDON, June 29.

There was a great gathering at the Guildhall to hear Mr. Asquith and Mr. Bonar Law on the War Loan. The Lord Mayor promises that the City will play its part in raising money for the country's needs by practising the thrift which is so essential at the present time.

Mr. Asquith, who received an ovation, affirmed that the success of the loan as a financial instrument was absolutely secured. The fact that the loan was unlimited meant that every citizen in the Empire was invited to subscribe as much as he could towards complete and speedy victory.

NEW ZEALAND'S PROPOSAL.

PREPARED TO FORM A NATIONAL MILITARY MINISTRY.

LONDON, June 29.

A Wellington message states that in the Parliament the Rt. Hon. W. F. Massey, the Premier, announced that the Government were prepared to form a National Military Ministry for the duration of the war and thus the whole energies of the country would be concentrated on the prosecution of the war.

The Hon. Sir J. Ward asked that time should be given to consider the proposal.

FRENCH TRIBUTE TO BRITAIN.

LONDON, June 29.

A Paris message says that *Le Temps* at great length pays a tribute to the great part Britain is playing in the war. She has assured to the Allies such control of the sea that the public are apt to think it quite natural. After citing the advantages conferred upon France by maritime supremacy, *Le Temps* points out that Britain's military effort has surpassed all anticipations, and that she is now organising the manufacture of munitions in a manner that will soon have an effect.

OBJECT OF THE BRITISH NATIONAL REGISTER.

LONDON, June 29.

In the House of Commons Mr. Walter Long, President of the Local Government Board, in introducing the Bill with reference to the taking of a National Register, said that the object was not to coerce labour but to secure a complete and satisfactory organisation of the nation. They must ascertain minutely the extent of its resources. Besides maintaining the Army and Navy it was their paramount duty to maintain their industrial and financial position. The Bill would provide the machinery and procure the maximum output at the minimum cost. There would be compulsory registration of all males and females of the ages between fifteen and sixty-five who would be required to give their age and employment and be asked to volunteer for special work besides their ordinary occupation. This would enable the Government to take full advantage of the service of everybody.

THE INTERVIEW WITH THE POPE.

LONDON, June 29.

A telegram from Rome states that Cardinal Gaspari has given a number of explanations of the recently published interview with the Pope. The Cardinal says the Pope earnestly wished that Italy would not enter the conflict, but accept the concessions offered by Austria, so that Italy might be spared the horrors of war. His Holiness was also pre-occupied with the delicate position of the Church if Italy declared war. Now that Italy had entered the war, however, His Holiness was entirely neutral. Catholics would do their duty according to their consciences.

The Cardinal concluded by saying that the Pope's interviewer would have the honour of being the last journalist to be received by the Pope during the war.

BY TELEGRAPH.

A WONDERFUL AIR FIGHT.

LONDON, June 29.

Possibly the greatest air-fight of the war has taken place at Poel Capelle. A British aeroplane at a height of 4,000 feet engaged a large double-engine German biplane. The latter circled around the British machine furiously firing a machine-gun. The British craft replied with fifty rounds at 200 yards. The German wavered, her engines stopped, and she dived towards earth with erratic movements.

The British airman proceeded to complete his reconnaissance in face of anti-aircraft guns. Suddenly the machine was hit by a shell. The petrol tank was pierced and the blazing exhaust ignited the petrol. The machine swooped blazing towards the British lines, its own machine-gun ammunition catching as it exploded. The propellers were so burnt that they ceased to revolve.

When he landed the pilot, in climbing out of the blazing wreckage, tripped and sprained his knee. The pilot and the observer were severely burnt.

The terse report of the pilot is worthy of quotation. "The whole aeroplane," he said, "seemed to be in flames. We landed at—"

DARDANELLES OPERATIONS.

A PERSONAL STATEMENT.

LONDON, June 29.

Warrior-Officer John Heckford, in a simple but vivid narrative of the operations at the Dardanelles says: "Our favourite ship is the 'Big Lizzie.' The men of the Fleet make a point of coming on deck when she is going to bombard. The havoc made by the big shells must be seen to be realised. There is mostly a great cloud of dust and then there is nothing left."

He says the funeral ship steaming between lines of battleships made a great impression on him. The Allied bands played "Dead Marches" most impressively, but it was awful to see the rows of bodies of poor fellows going to be buried at sea.

He pays a heartfelt tribute to the courage of the trawlermen engaged in mine sweeping. Many are still happily sweeping though they have been once or twice blown up. He has also a big place in his heart, he says, for the Australian and the Gurkhas. This, he says, is the toughest fighting of the war. It is slow but sure.

THE ITALIAN ADVANCE.

Bravery Of The Bersaglieri.

LONDON, June 29.

Messages from Udine state that the Italians, advancing on the slopes of the Carso mountains, are encountering extraordinary difficulties. Carso is a geological curiosity with its innumerable grottoes, caves, wells and galleries adapted for hidden batteries and concealing large contingents of troops. The Austrians for years have been improving the natural advantages of the place and have frequently held great manoeuvres there. Yet the rapidity of the advance of the Italian scouting parties has been remarkable. Bersaglieri cyclists have been especially reckless in riding along the conquered roads as if they were on a race track. One battalion found 700 Austrians holding Sarceniano, but the Bersaglieri dismounting, fixed bayonets and routed the enemy.

ZEPPELIN SHEDS BOMBED.

LONDON, June 29.

Last night's Paris *communiqué* says:—With the exception of an artillery duel the day has been comparatively quiet everywhere. A French aeroplane on Sunday morning dropped eight bombs on "Zeppelin sheds at Friederichshafen. Engine troubles compelled it to descend on the return journey, but it succeeded in reaching Rheinfelden in Switzerland."

NOVEL MINING OPERATIONS.

LONDON, June 29.

A novel and successful mining operation is described by Eya-Witnass at Headquarters. It was carried out near Armentières. The explosion of the first series of mines compelled the enemy to retire across the open which was swept by artillery and machine-guns. Then the British fired a so-called "Camouflage" mine placed at such a depth that it caused earthquake-like disturbances under the surface, destroying the enemy's mine galleries.

THE SUPPLY OF MUNITIONS

SUPPORT OF LABOUR PARTY.

LONDON, June 29.

In the House of Commons the munitions debate was notable for the contribution made by Mr. Hodge, the new spokesman of the Labour Party owing to Mr. Henderson's promotion. Mr. Hodge emphasised that when they saw the roll of honour of 3,000 weekly they did not seek to place any barrier in the way of anything for reducing that toll. (Cheers). If the workers had been told the seriousness of the position months ago, he said, we should not have been confronted with the present difficulties. (Cheers). The workers realised now that it was far better to give up their present privileges than to have no liberty under the Germans. (Loud cheering).

Mr. Hobhouse announced that our increased supplies for the army did not fall short of the increase made by France.

THE BILL PASSED.

The House of Commons unanimously passed the second reading of the Munitions Bill.

A feature of the debate was the strong support by trade Union representatives, who vigorously retorted to the Socialist criticisms of Mr. Snowden.

THE LOSS OF THE "INDRANI."

LONDON, June 29.

The submarine, *U-51*, fired two shots across the bows of the *Indrani*. The crew were given ten minutes to take to the boats. Men from the submarine boarded the liner and deposited bombs in the hold, and the submarine fired shells until the liner sank. Swansea trawlers rescued the crew of 45.

THE GERMAN ADVANCE IN GALICIA.

LONDON, June 29.

A German *communiqué* says the Russian attacks north-east of Przemyśl have collapsed with great Russian losses, and Austro-German forces have occupied Halicz. General von Linsingen, after five days' heavy fighting, is crossing the Dniester, and pursuing the Russians towards the line of the Gnila river. He took 6,470 prisoners during the week.

The *communiqué* further states that the Austro-German armies north-east of Lemberg are approaching the Bug and also progressing westward of Rawurka. They have captured some thousands of prisoners and a number of guns and machine-guns.

ADVANCE OF GENERAL BOTHA'S FORCES.

LONDON, June 29.

General Sir Louis Botha, advancing northward in South-West Africa, occupied Otjiverango, Okanyand and Waterberg, and a hundred miles distant, Grootfontein.

ALIEN ENEMIES IN INDIA.

LONDON, June 29.

In the House of Commons, Mr. Austen Chamberlain said that the Raj had shown himself quite alive to the possible dangers arising from the presence of enemy allies. India had taken very drastic steps in this matter, and the Indian authorities were submitting a report which Mr. Chamberlain said he would wait before doing anything more. He knew the anxiety which existed in India on this subject, but the Raj was also aware of it.

BY TELEGRAPH.

(Wah Tat Yat Po's Service.)

CANTON'S MILITARY EXPENDITURE.

PEKING, June 29.

Pui King Pook, a former Nam Hai magistrate of the Ching Dynasty, has been appointed to Canton to discuss with the General and Governor the reduction of military expenditure.

FOREIGNERS AND CHINESE TITLE DEEDS.

The Minister of the Interior has initiated regulations to prohibit the mortgaging to foreigners of the title deeds of houses and lands in the interior.

THE RAILWAY SCANDALS.

The Peking-Hankow and Peking-Kalgan railway authorities have again been impeached by the censors, who urge that the first impeachment should be proceeded with.

The Consulate impeaches Leung Shih Yi in connection with railway corruption.

OFFICIAL APPOINTMENTS.

The director of Taih Yuan will probably be appointed Minister of Justice, and Lam Kai be appointed Director of the Taih Council.

Hung Sin Foo, who is concerned in the Tientsin Pakow railway case, was tried yesterday.

GOLD-CLEANING IN GERMANY.

An American's Experience.

Mr. Gustav Roeder, *New York World* Correspondent, who spent some time investigating conditions in Germany, throws an "interesting sidelight on Germany's financial position. In Germany," he says, "as a matter of fact, in Germany he is a young boy, who asked him if he had a twenty mark gold piece in his pocket."

"And if I had?" asked Mr. Roeder.

"I'd give you twenty marks in paper money for it," the boy promptly replied.

As a result of some talking the youngster explained: "You know, Herr Americaner, by right I should not talk to you at all, because you are helping the Allies. You are anti-German. Your President sends arms and ammunition for those awful British and French soldiers and none to us."

But if I bring a gold piece to school my teacher will give me back the amount in paper and I will get the afternoon free. Don't you see why I want a twenty mark piece?"

Mr. Roeder comments: "Unfortunately the writer could not help the little fellow to get a half-holiday. During all the time the 'World' correspondent was in Germany he did not see a single German gold coin."

Mr. Roeder also shows how much dependence can be placed on the stories of German enthusiasm with which the Press outside of Germany has been flooded. There exists, he says, practically no individual in Prussia, or as a matter of fact, in all Germany. The Germans do principally as the police tell them to do. If a big victory for the Germans is reported nobody thinks of displaying the national emblem on their houses. If the police order it to be done, everybody obeys. If the police issue no special order the flags are simply not displayed."

Restor Washington correspondent states that the Cabinet has considered an estimate by the Secretary for Commerce showing that the trade balance in favour of the United States to July 1 will amount to \$200,000,000. The British contend that this shows that American trade is not suffering by British action.

Early in July Messrs Sotheby, Wilkinson, and Hodge will sell by auction a large quantity of historical manuscripts relating to Lord Macartney. These manuscripts form an important supplement to Lord Macartney's diplomatic papers. They have been arranged in nearly 40 lots, and assorted into topographical sections, such as Russia, 1764-7; America and the West Indies, 1775-9; India, China and Japan, and Ireland and the Cape of Good Hope.

To-day's Advertisement

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Members to be held on MONDAY 12th July, at 12 noon in the CHAMBER OF COMMERCE ROOM, NEW GOVERNMENT BUILDING, the following resolutions will be proposed and if carried by a majority of those present and entitled to vote will take effect.

1. That, in the opinion of this Extraordinary General Meeting of the Chamber, it is inconsistent with the purposes for which the Chamber was formed and exists, and inconsistent with the obligations of the Chamber towards the Government, and inconsistent with the interests of the Chamber as a whole, that any member who is the subject of a motion between which and Great Britain a state of war exists should continue to be a member.

2. That accordingly the Rules be altered by the addition of the following new Rule to be numbered XXV viz—

"Any member who is the subject of a motion between which and Great Britain a state of war exists shall ipso facto cease to be a member."

By Order,
A. R. LOW,
Acting Secretary.

Hongkong, June 30, 1915.

BY TELEGRAPH. OUR PRICKLY HEAT POWDER CURES—

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First Class \$1 " \$1.50 " (Saloon) for Chinese.
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of Call } Capt. R. G. Evans, R.N.R. } 2nd July } advertisement
SHANGHAI, MOI, KOB, KASHGAR } About } Freight and
& YOKOHAMA } Capt. H. N. Rivers, R.N.R. } 6th July } Passage.
LONDON via UGAL PORTS (SARDINIA) Noon } Freight and
of Call } Capt. J. T. Jeffery, R.N.R. } 17th July } Passage.
Subject to immediate alteration without Notice.
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ST. PAUL RAILWAY
FOR VICTORIA AND TACOMA via KEELUNG, SHANGHAI,
NAGASAKI, KOB, YOKOHAMA and YOKOHAMA.
S.S. 'TACOMA MARU' Capt. J. Hamada Thursday, 18th July at 3 p.m.
S.S. 'PANAMA MARU' Capt. J. Kanno Monday, 19th July at 3 p.m.
These Newly-Built Steamers of American Line have fair speed and are fitted with
the Wireless Apparatus. Best adapted for carrying Silk, Tea, and other Perishable.

FOR BOMBAY via SINGAPORE PORT SWETENHAM
PENANG AND COLOMBO.
S.S. 'DAIREN MARU' Capt. K. Murakami Monday, 5th July, at 7 a.m.
S.S. 'CHISEN MARU' Capt. S. Nemoto Tuesday, 6th July, at 7 a.m.

FOR TAMSUI AND KEELUNG via SWATOW AND AMOY.
S.S. 'DAIREN MARU' Capt. K. Murakami Monday, 5th July, at 7 a.m.
S.S. 'KAIJO MARU' Capt. Y. Yamamoto Sunday, 4th July, at Noon.

FOR ANFENG AND TAKOW via SWATOW AND AMOY.
S.S. 'SHOSHU MARU' Capt. A. Kobayashi Thursday, 8th July, at 10 a.m.

FOR HAIPHONG (DIRECT).

Steamer Captain Leave
S.S. 'KEIJO MARU' Imamura Thursday, 1st July at 10 a.m.
S.S. 'DAIREN MARU' T. Konishi Saturday, 3rd July at 10 a.m.
These Steamers of Coast and Port Line have excellent accommodation for first
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STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	29th June	17th July, at 11 a.m.
EASTERN	15th July	8th August, at 11 a.m.
ALDEN	2nd August	23rd August, at 11 a.m.
ST. ALBANS	23rd August	17th Sept., at 11 a.m.

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S.S. SIBERIA	"	Tuesday,	17th Aug., 1 p.m.

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TO ALTERATION.

DESTINATION.	STEAMERS.	Displacement	Sailing Dates.
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MARSHALLS & LONDON
Via SINGAPORE, KATORI MARU, THURSDAY, 1st
MALACCA, PENANG, Capt. B. Kato, Tons 20,000, July, at Noon.

COLOMBO, SUEZ AND KAMO MARU, THURSDAY, 15th
PORT SAID, Capt. Shimizu, Tons 18,000, July at Noon.

VICTORIA, E.C. & SEATAMBA MARU, TUESDAY, 29th
TUE, via KEELUNG, Capt. Nagaya, Tons 12,800, June at Noon.

SHANGHAI, MOI, KOB, YOKOHAMA MARU, THURSDAY, 8th
YOKOHAMA, Capt. Kametani, Tons 12,500, July at 4 p.m.

SYDNEY and MELBOURNE, S. NIKKO MARU, FRIDAY, 16th
Via MANILA, THURSDAY, Capt. Ikeda, Tons 9,800, July at 4 p.m.

VILLE and BRISBANE, SHIPACHI MARU, TUESDAY, 17th
Capt. Tomimaga, Tons 13,600, August at 11 a.m.

BOMBAY via SINGAPORE, IYO MARU, MONDAY, 5th
MALACCA and COLOMBO, Capt. Okamoto, Tons 12,500, July.

CALCUTTA via SINGAPORE, HITACHI MARU, FRIDAY, 16th
PENANG & RANGOON, Capt. Tamagawa, Tons 13,600, July, at 10 a.m.

NAGASAKI, KOB & YOKOHAMA, COLOBO MARU, MONDAY, 5th
Capt. Sakamoto, Tons 8,000, July.

SHANGHAI & KOB, MISHIMA MARU, WEDNESDAY, 30th
SHANGHAI, KOB & YOKOHAMA, Capt. Wada, Tons 14,100, July at 10 a.m.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
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KATORI MARU 21,000 tons Thursday, 1st July
KAMO MARU 16,000 tons Thursday, 15th July
KASHIMA MARU 20,400 tons Thursday, 22nd July
MISHIMA MARU 16,000 tons Thursday, 12th August

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
-----------	---------------	-----------------

TAMBA MARU 12,500 tons Tuesday, 29th June
YOKOHAMA MARU 12,800 tons Thursday, 8th July
SADO MARU 12,600 tons Tuesday, 27th July
KUBU MOTO Manager,
Telephone No. 292.

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STEAMERS TO SAIL
SHANGHAI, HONGKONG, TIENTSIN, YINGCHOW, July 1, at 4 p.m.
HUIHOU, PAKHOI & HAIPHONG, RAIFONG, July 2, at 11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN, SUEZ, July 3, at Noon.
SHANGHAI, HONGKONG, TIENTSIN, CHENAN, July 4, Daylight.
MANILA, CEBU & ILOILO, SHANGHAI, July 6, at 4 p.m.
SHANGHAI, CEBU & ILOILO, SHANGHAI, July 6, at 4 p.m.
MANILA, CEBU & ILOILO, CHENAN, July 13, at 4 p.m.
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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

STEAMERS TO SAIL
SHANGHAI & HANKOW, WOSANG, THURSDAY, July 1, Daylight.
SHANGHAI, MOI & KOB, FOCKSANG, THURSDAY, July 1, at 3 p.m.
SHANGHAI via SWATOW, CHOYSANG, FRIDAY, July 2, Daylight.
MANILA, LOONGSANG, SATURDAY, July 3, at 3 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN, CHONGSHING, SUNDAY, July 4, Daylight.
HAIPHONG, TAKSANG, SUNDAY, July 4, at 7 a.m.
SANDAKAN, HINSANG, MONDAY, July 5, at Noon.
SHANGHAI, KWONGSANG, TUESDAY, July 5, Daylight.
MOI & KOB, KWONGSANG, WEDNESDAY, July 7, Daylight.
SINGAPORE, PENANG & LAISANG, WEDNESDAY, July 7, at 3 p.m.
CALCUTTA, CHIPSANG, THURSDAY, July 8, Daylight.
SANDAKAN, MAUSANG, SATURDAY, July 10, at Noon.
MANILA, YUENSANG, SATURDAY, July 10, at 3 p.m.

RETURN TOURS TO JAPAN.

THE Steamers Katsang, Namsang & Fockong leave about every 3 weeks for Shang-
hai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time
occupied 20 days. This service is supplemented by the Yatsung, Kamsang,
and Suwang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji
and returning thence direct to Hongkong. Time occupied 13 days.

These vessels have all modern improvements and are fitted throughout with Electric
Light.
A duly qualified Surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin,
Dairen, Weihaiwei.
Taking Cargo on through Bills of Lading to Koda, Lahad Daru, Singapore,
Tawa, Uluat, Jesselton and Labuan.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Telephone No. 315.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOB, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals
taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

SHIRE LINE SERVICE—HOMEWARD.

For Steamer Date of Departure
LONDON, MONMOUTHSHIRE, End of June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,
TACOMA & PORTLAND.

For Freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

S.S. 'EPOLA', 627 tons, Capt. Butler, will be despatched for SINGAPORE
on 30th inst.

The above Steamers have excellent saloon accommodations for passengers and are
fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.
AGENTS.

SHIPPING

S.S. 'SAIKAI MARU'.

THE above steamer will be despatched
for SAN FRANCISCO direct on or
about the 1st July, 1915. For Freight
and particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, June 17, 1915.



STRAITS, CEYLON, AUSTRALIA,
COLOMBO, EGYPT, MEDITERRANEAN,
RANEA PORTS, AND
LONDON.

Through Bills of Lading issued for DATA
VIA CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.

THE Steamship KARMA, Captain
H. G. Evans, R.N.R., carrying His
Majesty's Mails will be despatched
from this port on FRIDAY,
the 2nd July, at Noon, taking
Passengers and Cargo for the above
ports in connection with the Company's
Steamship 'Welling' from Colombo. Pas-
senger accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuable, and Tea and Cargo
for Italy, France, and London (under
arrangement) will be transhipped as
Colombo into the mail steamer proceeding
direct to Marseilles and London. Other
Cargo for London, etc., will be conveyed
in the S.S. Karma due in London about
13th August, 1915.

Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.
For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, June 19, 1915.

AMERICAN & MANCHURIAN LINE.

FOR NEW YORK via PANAMA.

THE Steamship "WALTON HALL,"
4,392 tons, will be despatched as above
on TUESDAY, 6th July.
For Freight and further particulars
apply to—
THE BANK LINE, LIMITED.
General Agents.
Hongkong, June 7, 1915.

NOTICES TO CONSIGNEES

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. MONTROSE.

FROM GLASGOW, LIVERPOOL AND

STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are
being landed at their risk into the
Godowns of Heile, Ward, at Kowloon,
whence and on from the wharves delivery
may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining unsold after the 1st July,
will be subject to sale.

All Claims against the Steamer must be
presented to the Underwriter on or before
the 15th July, or they will not be re-
cognized.

All Broken, Chafed, and Damaged Goods
are to be left in the Godowns where they
were examined on the 1st July,
at 11 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED.
Agents.
Hongkong, June 24, 1915.

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES

FROM EUROPE, COLOMBO AND

STRAITS.

THE Company's Steamship
MISHIMA MARU,
having arrived from the above ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and
placed at their risk in the Godowns and
Rowlocks. Wharves and Godowns at
Kowloon, where each consignment
will be sorted out mark by mark and
delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary be-
fore Noon, 10 p.m.

Goods not cleared by the 6th July,
will be subject to sale.

Damaged packages must be left in the
Godown for examination by the Consignee
and the Co.'s representative at an ap-
pointed hour on FRIDAY, 2nd JULY.

All claims must be presented within
ten days of the Steamer's arrival
here, after which date they cannot be
recognized. No claims will be admitted
after the goods have left the Godowns.

NIPPON YUSEN KAISHA
Agents.
Hongkong, June 25, 1915.

